

The manufacturers of the aircraft already have the responsibility of ensuring the airworthiness requirements for their products by placing inspection requirements in the chapter 5 maintenance requirements. If the purpose of this rule is to bring about additional requirements for inspection then I think that each manufacturer will have to evaluate the program already being followed and make changes to the maintenance program as they deem necessary. Don't forget that nobody wants avoid tragedy/liability more than them. Other than Aloha airlines I am not aware of an epidemic problem of aircraft coming apart in flight, or breaking apart upon landing due to the effects of corrosion gone unchecked. I personally feel that if an aircraft is properly maintained under a manufacturer's program there is no reason to push for more regulation. The problem lies more so in ensureing that maintenance is not performed in a shoddy manner. Also most 121 operators and some 125 and 135 operators create their own maintenance program wich in many cases is fine and cost effective, however some operators abuse that privilege.